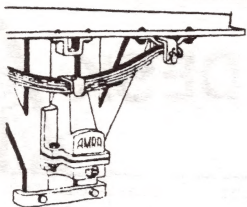


10-12/81



Editorial JOURNAL BOX

EDITORIAL

Well, it is that time of year again when we celebrate the birth of our Lord. By convention, we also wonder what presents we may receive.

As our present to you, the Federal Committee has decided that Journal will again be published six times a year. This means that our deadlines must be revised, and will now be the 15th of each EVEN MONTH. Journal will contain up to 28 pages an issue, but it may be issued with as few as 8 or 12 pages, depending on what is available at the deadline date.

Another innovation will be that Journal will be printed on Metric Foolscap so that A4 sheets can be included as supplements (folded once). Please read the last part of the Secretary's Desk, and then consider how you can help.

May I conclude by wishing you all a Happy and Holy Christmas, and all the very best for a profitable and pleasurable New Year.

Rex Little

ON THE COVER

Loco 5484 leads a triple headed Mt Newman ore train at the 211.6 mile road crossing, between Port Hedland and Mt Newman.

VOLUME 30

ISSUE 145

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THE SECRETARY'S DESK



By the time you read these words of wisdom, the WA and NSW Branches will have held their annual exhibitions, both of which were up to expectations and a credit to the organisers.

The NSW Branch had a double event as they were celebrating their Silver Anniversary, the main event being a dinner on the Saturday night of the Exhibition at the official dining room of the Royal Agricultural Society. The people who attended the first meeting of the Branch were invited as Special Guests, and only a couple were unable to accept.

Just by way of interest, the first official meeting of AMRA was held on 18 May 1951. The Victorian Branch was inaugurated on 27 February 1953, the Queensland Branch on 16 May 1954, the NSW Branch on 28 October 1956, and the West Australian Branch on 1 May 1972.

The Victorian and NSW Branches now own their clubrooms, financed through exhibitions, the WA Branch lease the now unused buildings on Meltham Railway Station, and the Queensland Branch has recently moved into the old Refreshment Rooms at South Brisbane Railway Station, now unused since the extension of the suburban lines through to Roma Street. There may be a bit of irony here, as for a number of years they met in the old Trocadero building which was eventually laid low to make room for the railway extension to Roma Street via the Merrivale Bridge, and now after a number of years homeless, they are back within a stones throw of their old HQ (or may be it should be a bananas throw?).

All this should be a good thing for the Association as well as the branches, but human nature being what it is, and the hobby having so many facets, it is

practically impossible to make everyone happy. In lots of cases there is a reluctance of a new member to speak up at a meeting and ask questions. The point is, every member, at one stage was a 'rooky', and there are very few who are not prepared to pass on their experience, but it seems only when asking putting it on paper is another kettle of fish.

One thing in joining a club is really to learn by other peoples' "mistakes", especially these days when equipment is getting a bit pricey to be ruined through haste or lack of experience. My advice to new members, if you do not seem to be accepted at the first meeting, a little persistence and patience will be rewarded.

A couple of issues back, there was a suggestion on Members' Information Sheets. So far, from the total lack of response, it would appear that no one is interested in them. It was mentioned that there were some sections that could be compiled by any member so interested. It looks as if all this extra leisure time, bandied about in the media these days, has bypassed the modelling fraternity.

From the nominations received the Committee of Management at the time of preparation of this page, it seems that the same old gang are being re-nominated.

We have comments about Journal, both good and bad, yet no one seems to think that Rex could use some help after doing the job for 12 years. He does have a lot on his plate, and one less chore would give him extra time for some of the others. Do we have a draftsman who could do the drawings? Give Rex a ring, he would love to hear from you!

Also we are looking for an Advertis-

ing Manager. Stuart Westerman has held that position since January 1973. He will not be continuing after this issue. That probably means that either Rex or Ken will have to do that job also. If you can help, then give Stuart a ring, and find out what the job entails.

The years seem to really fly by, a

new month starts and is gone before one has pulled the old month off the calendar. This leads me to the fact that Christmas is just around the corner, so we will close by wishing you all, on behalf of the COM a Happy Christmas and all the very best for 1982.

Norm Read
Federal Secretary

ANOTHER FIRST !



Installation of prefabricated slabs in the Tuggerah level crossing is temporarily halted for the passage of a train.

Reprinted from Transport News
May/June 1980

Over the years the Commission has been recognised as a pacesetter by adopting many innovative methods and keeping with technology and other advances.

Another 'first' in Australia for the PTC is the installation of a new type of prefabricated level crossing pavement installed at Tuggerah.

The 'Semperit-Bodan' level crossing supplied by Westinghouse Brake and Signal Co (Aust) Pty Limited is a prefabricated pavement of precast concrete slabs which is positively located in relation to both road and rail grades.

A feature of the new installation is the ease with which the components can be installed and removed. Only hand tools are required and the slabs can be handled by four men using the special lifting gear provided.

As prefabricated components are used, the crossing can be installed rapidly in any weather.

The panels set between and on each side of the tracks are skid resistant and provide a very smooth and safe surface for road traffic passing over the crossing.

Full insulation ensures track circulating and one of the major benefits is the speed and ease with which the prefabricated slabs can be removed when track maintenance is necessary.

The new installation is expected to cut maintenance costs at busy level crossings where the increasing density of rail and road traffic demands almost constant attention to the road surface and track.

Following the first installation of its type in Australia at Tuggerah, 'Sempert-Bodan' level crossing will be installed at Minto, Glenfield, Douglas Park, Fairy Meadow, Corrimai, Woonona, Mt Keira and Maldon.

TO PHOTOGRAPH A MASTERPIECE

PART 2

Reprinted from NZMR Journal -
December 1979

In our last issue space did not allow suitable illustration to be published of some of the points discussed. This is rectified in the following pages and details with each of the photos will give you an idea of what can be achieved in close-ups.

Now - how should YOU go about taking similar photographs. Select your subject and have a good look at it. Select the best points of the model and try and compose a picture in the viewfinder showing these points to advantage. Consider the depth of field required, check the lens aperture, usually f16 or f22, to see if it is suitable and change your viewpoint to reduce the

depth in the photograph if it is not.

Without a single lens reflex camera the area covered will have to be estimated and here Figure 1 will be of some assistance for a standard lens on a 35 mm camera.

Lenses, other than standard, can be used, but once again they bring with them another variable that has to be considered for the picture. As these are only likely to be available to those who have more expensive cameras, and presumably know how to use them, we won't consider them here.

Now we come to the essential bit - how to light the subject sufficiently to take a photograph.

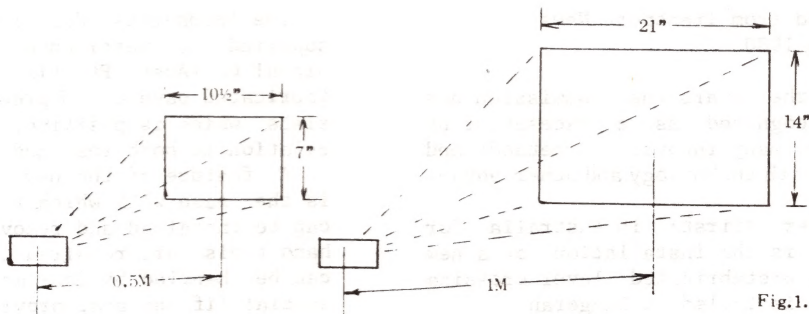
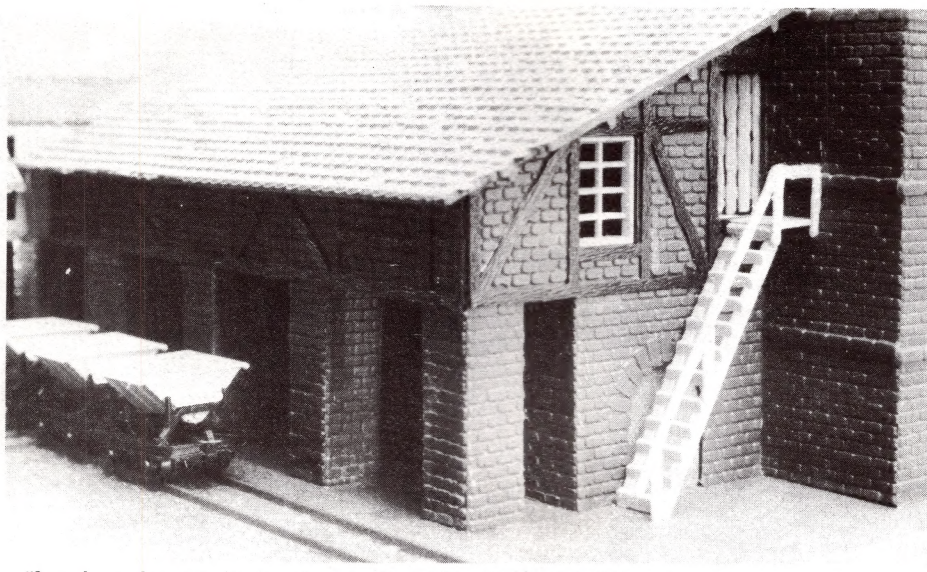
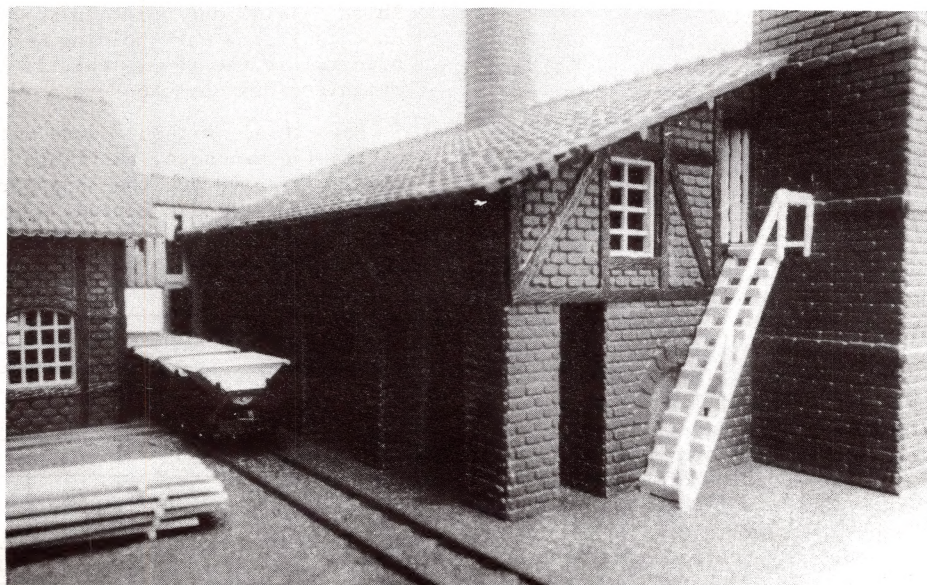


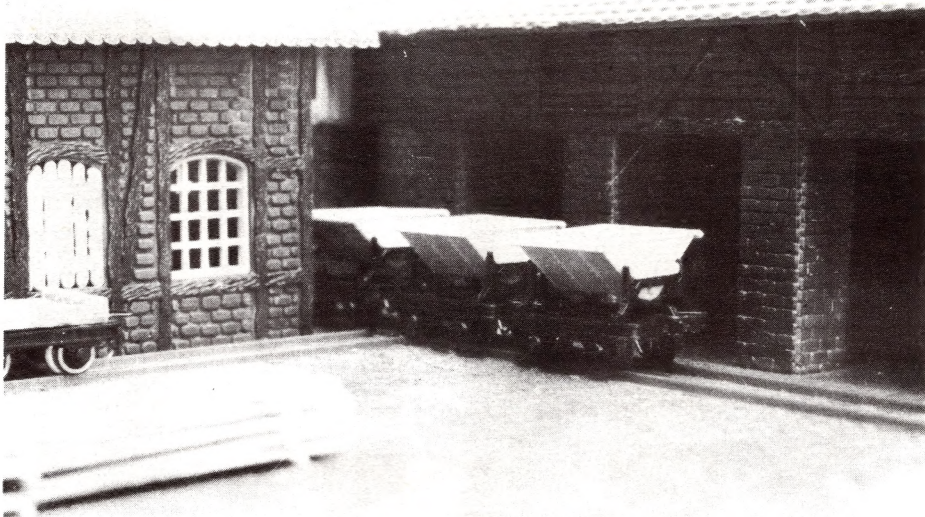
Fig.1.



50mm lens plus 2.5 dioptré close up lens, f16, corner of building about 9" from front of lens.



Wide angle 24mm lens plus 2.5 dioptré close up lens, f16, corner of building only 3" from front of lens. Note increased perspective than in previous photo.



Close up with the standard 50mm lens plus a 2.5 dioptr close up lens, f16, focussed on central area of interest. Note that the slightly out of focus foreground does not detract from the main interest.

Photos: M.Duston.

As most of the items we want photos of are in place on a layout, we will have to use artificial light. For those who photograph in colour we immediately have a problem. Colour film does not see colour as your eye does, and all colour films react to a particular type of light.

Sometimes a variation of lighting from that specified will give a more spectacular picture, but this will necessitate a little experimentation. The positioning of camera and lights is now fairly simple.

First the camera. If you can rest your camera on something solid or use a tripod, slow or time exposures are possible so powerful lighting is not necessary. With most layouts the existing lighting of the room could be used with the addition of a key light, a separate lamp to lighten or change the shadows to suit.

For years my only assistance in taking this type of photo was a single Photoflood lamp, 250 W with a built-in reflector, on a handle. As I was the only support available I could only

hold the lamp at arm's length, but this proved to be quite adequate in practice. There is also one point in our favour; as this light we are holding is the most powerful in the room, this is the one which decides our exposure.

For those without some method of estimating exposure, the table in Figure 2 will give you the necessary data to correctly expose various films.

Fig.2.

Lamp Type	Distance	Aperture	Exposure
250W Photoflood	3'	f16	1sec.
250W Photoflood	6'	f11	2sec.
500W Photoflood	3'	f16	½sec.
500W Photoflood	6'	f11	1sec.
1000W Sungun	3'	f16	1/8sec.
1000W Sungun	6'	f11	1/4sec.
The table above is for a film rated at 100ASA.			

From here on the only teacher will be your own initiative, but if points do arise that I have not covered adequately (more than a possibility), just send me your questions and we'll see if we can answer them in these pages.

Flashguns can be used for model photography, but they do require more

care and do not usually cover the area to be photographed adequately. Try a flashgun off the camera with an extension lead instead of the hand held lamp, but remember that the light from the flashgun is so great that very little of the other lighting will register and you will get some rather dark shadows.

Three Aspect Colour Light Signals

by Ken Down

In my last article I described (or tried to, according to Rex), how I made the Semaphore signal. Here is now described how to make a really simple colour signal.

First, the mast, which is a piece of copper tube $1/8"$ diameter, about 22 gauge and 4" long. The back plate is made from a piece of sheet brass, $15/16" \times 1/2"$. Mark out the centre line, then from the top mark at $7/32"$, $15/32"$ and $23/32"$. Centre punch, then drill $3/16"$ diameter at each punch mark. Round off the top and bottom of the plate to form an even radius (approximately $1/4"$ radius) around the holes, as shown in Figure 1.

Use $3/16"$ tube with $1/8"$ inside diameter for the lamp hoods. Before cutting into $9/16"$ lengths, round off the end which will be the front, to a radius to look something like Figure 2. Saw the tube to make it $9/16"$ long, and then solder three of these tubes into the plate with $3/16"$ protruding from the front of the plate. The marker light is made of a piece of sheet brass $1/2"$ diameter, with a $3/16"$ diameter hole in the centre, or a hood made as before. Solder the large three aspect plate to the mast on the left hand side when facing you, with the top about $1/4"$ below the top of the mast.

At the back of the mast drill a hole with a number 55 drill, and elongate it

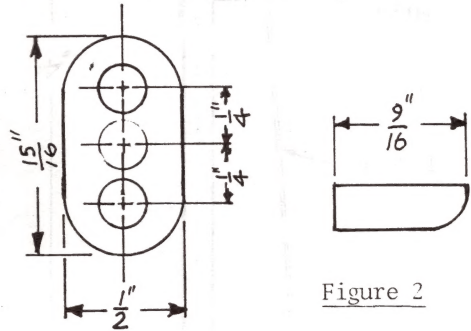


Figure 1

Figure 2

to a length of $1/8"$, this is to take leads down inside the tube to the bottom. This can be done by using a dental burr in a hand tool, or by drilling successive holes close enough to let them run into each other.

The platform is the same as described for the semaphore signal in Journal 137, page 152, so there is no need to go into any detail here, except that it is soldered to the post approx $1/8"$ below the hole for the leads as shown in Figure 3. The rails for the platform are cut from 0.005" shim brass, soldered under the platform, and bent up to be soldered to the hand rail loop which is soldered to each side of the mast. These strips are cut so that you can get them at least under $1/16"$ wide, the thinner they are the neater they look.

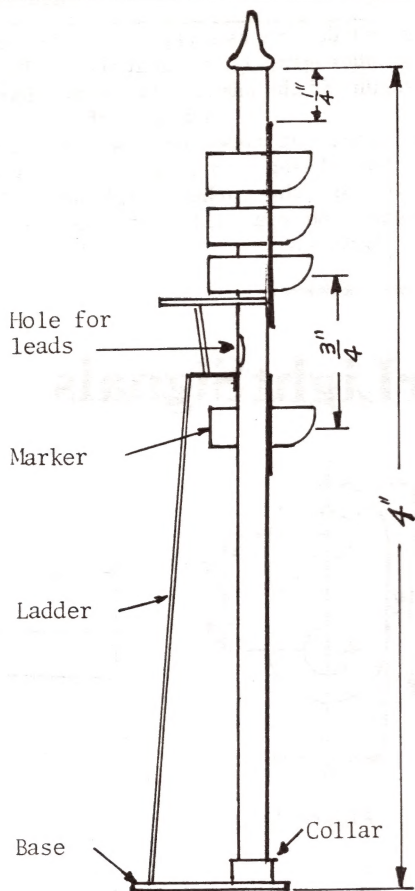
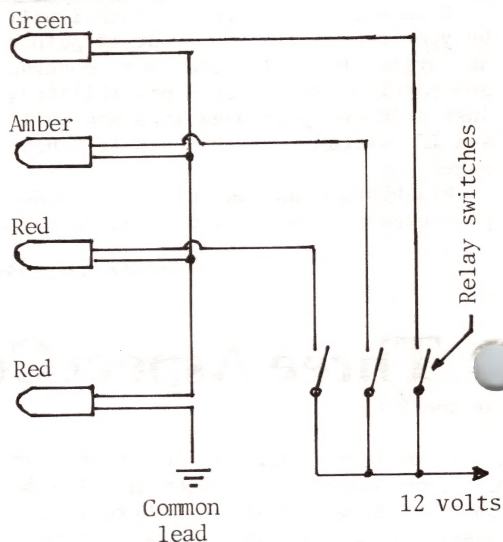


Figure 3

The marker light is soldered on the same side of the mast as the three aspect plate if the signal is operated from your signal box, but on the opposite side of the mast for automatic signals.

Before fitting the base, cut a small collar from the tube used for the lamp hoods, and slip it on the bottom of the mast. Then fit the base, which is 16 gauge brass cut $1/2" \times 3/4"$ and drilled $1/8"$ from the end, on the centreline, with a $1/8"$ drill. Slide the collar down, and fuse the lot with solder. This makes a stronger joint on the base.

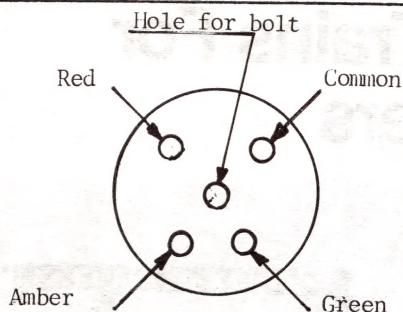


CIRCUIT

FIGURE 4

The wiring is just a matter of joining the three lamps in series with the marker lamp as shown in Figure 4 by cutting one lead from each lamp just long enough to reach just above the platform and after stripping, twist together and solder. The other leads are stripped, twisted together, and soldered to a piece of solid wire, such as a strand of telephone cable, with as little solder as possible and pulling down through the hole in the mast. This is easier than trying to feed each one separately. Running two lamps in series extends the life of the lamps, in fact I have never had one blow out in the six or seven years I have been making them.

If you want to make a plug in signal, such as we are making for the Club layout, drill the centre of the base plate with a number 38 drill and tap $1/8"$ Whitworth. This will allow you to fit a four-pin plug which is obtainable at electronic stores (such as Dick Smith Cat P3120) and is very handy if you want to change a signal should you



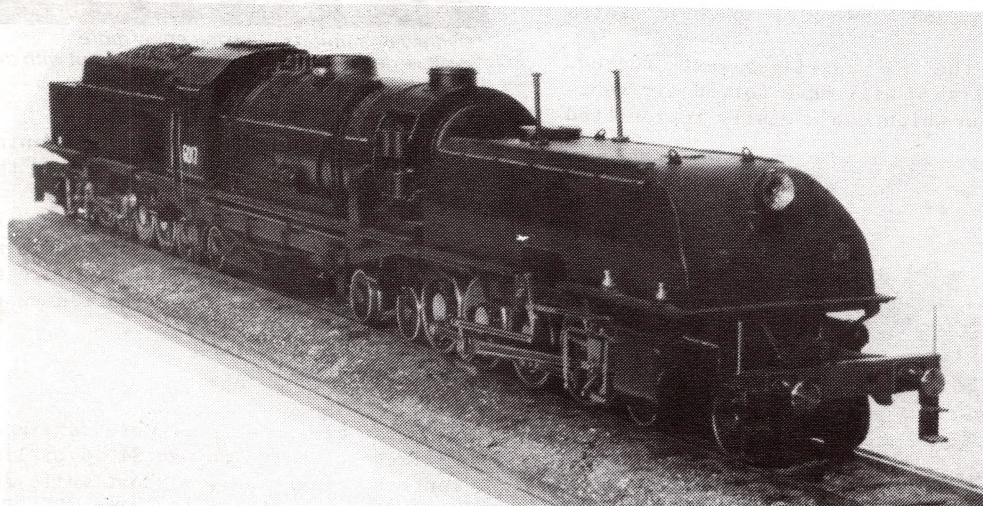
Plug looking at bottom

FIGURE 5

alter the layout. The plugs are fitted by putting an 1/8" W bolt through from the bottom of the plug, through a spacer made of the 3/16" tube and screwed into the base. The length of the spacer depends on your baseboard thickness, because the socket is fitted underneath it. Wire the plug as in Figure 5.

The little final is turned from 3/16" rod, with an extension to fit into the tube, and soldered in to the top of the mast. After the ladder is soldered to the platform and the base, the signal is ready for painting.

The mast is painted white, and everything else is black, including the final.



NSWGR AD60 class Garrett in O scale - by Bert Heatherington

Air-Conditioned Trains For Sydney Commuters

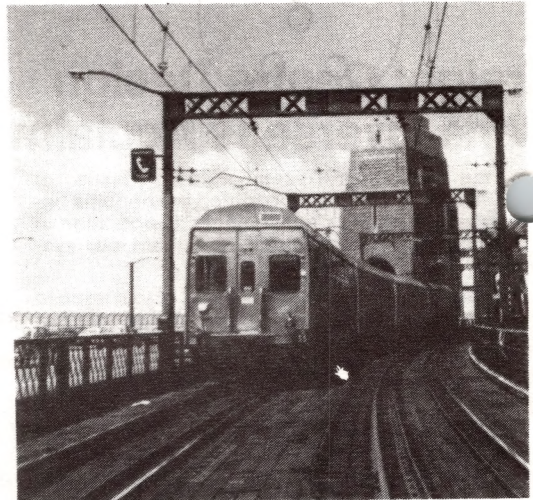
Reprinted from Transport News -
March/April 1980

A \$52 million contract has just been let for a further 92 double-decked suburban carriages which are designed to take air conditioned equipment.

The contract has been awarded to A Goninan and Co Limited of Newcastle, who are already building eight prototype air conditioned double-decked carriages for Sydney suburban services.

The first of the prototypes will be delivered towards the end of this year, following which extensive evaluation trials will be conducted to ensure that the air conditioning units installed can contend with the frequent opening and closing of power-operated doors.

Of the 92 carriages just ordered, the first 56 will have forced air ventilation which can be easily retrofitted



Sydney commuters will soon enjoy more double-decked carriages like these — but with the addition of air-conditioning!

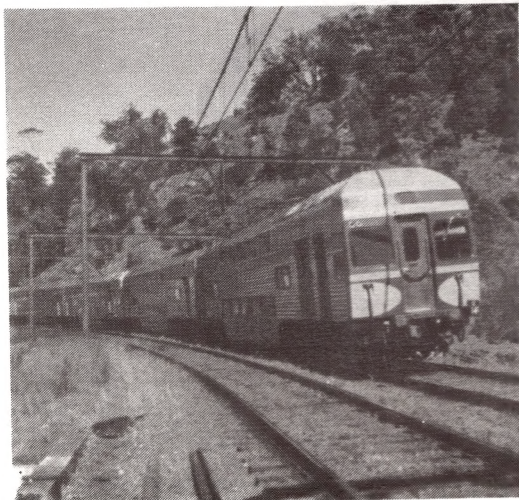
with the selected air conditioning equipment if found satisfactory in the prototype carriages.

The remaining 36 carriages will probably be fitted with air conditioning equipment during actual manufacture as it is anticipated that evaluation tests will prove satisfactory.

MORE INTERURBANS ALSO

This big order for more carriages follows closely on an \$18.6 million contract placed only a short while ago with Commonwealth Engineering (NSW) Pty Ltd to build 30 more double-decked air conditioned carriages for Central Coast and Blue Mountains services.

Placement of these big orders is indicative of the NSW Government's firm determination to improve passenger services for those living in both urban and interurban areas.



Thirty more double-decked air-conditioned interurbans are on order at a cost of \$18.6 million.

Very few railway systems anywhere in the world provide air conditioned trains on commuter services such as those operated by the PTC on its Central Coast and Blue Mountains routes, and air conditioned trains on purely short distance suburban journeys are even rarer.

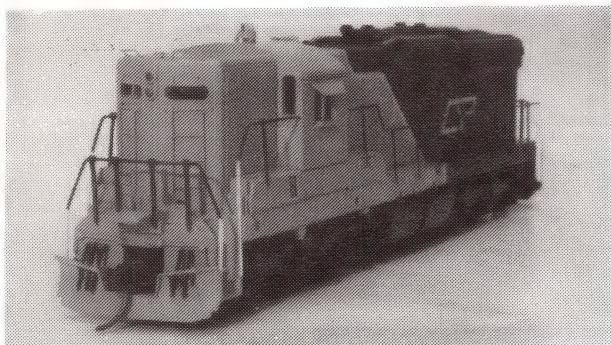
Since the present Government took office in 1976, and up to 29 February last, 30 double-decked interurban carriages, valued at \$14 million, and 276 double-decked suburban carriages costing \$81.3 million, have been placed in service.

Apart from the latest two orders covering an additional 122 air con-

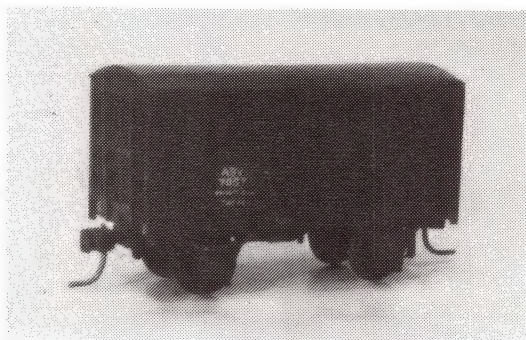
ditioned carriages, another 69 suburban carriages worth \$19.4 million are being delivered progressively under current contracts.

As at 29 February 1980 the Commission had 561 double-decked suburban carriages in service. When the remaining carriages under current contracts are delivered, about two-thirds of the Sydney suburban fleet will consist of double-decked carriages.

The acquisition of all these new suburban and interurban carriages is only part of the NSW Government's public transport modernisation program for which \$1000 million has been specially allocated over a five-year period.



Oregon Pacific SD9, by Graham Middlemiss



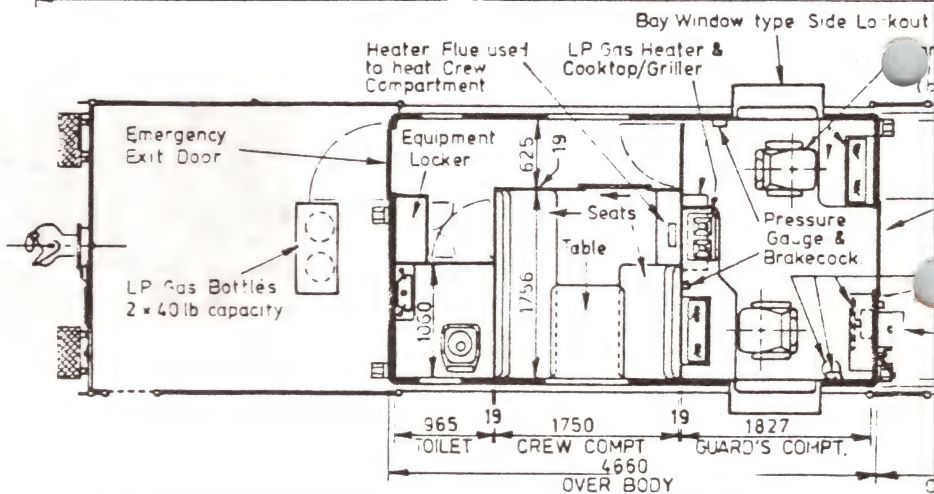
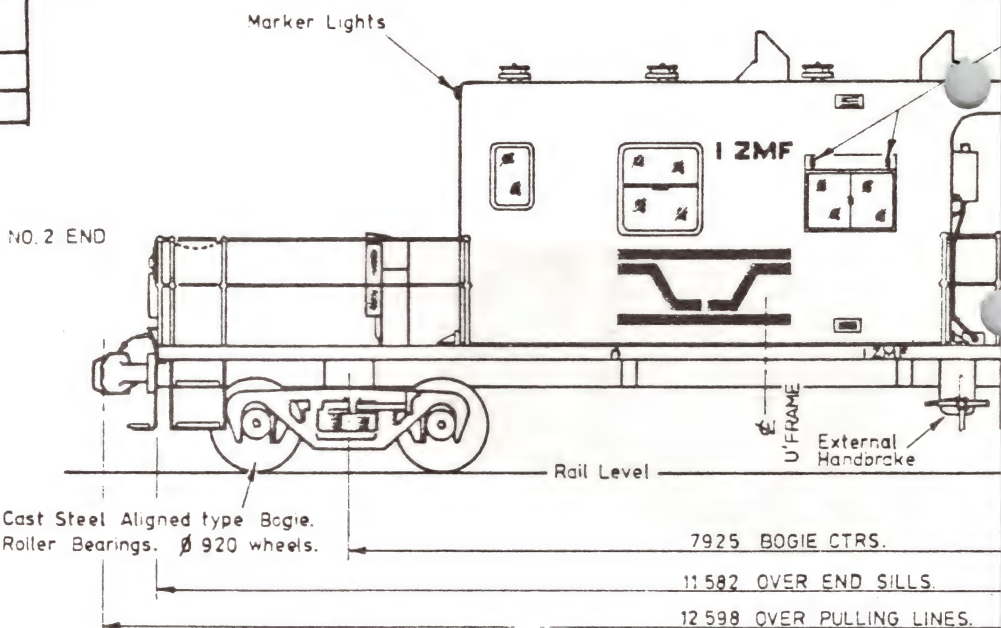
NSWGR ABV, 'Arnotts Biscuit Van, in HO scale, by Ken Edwards

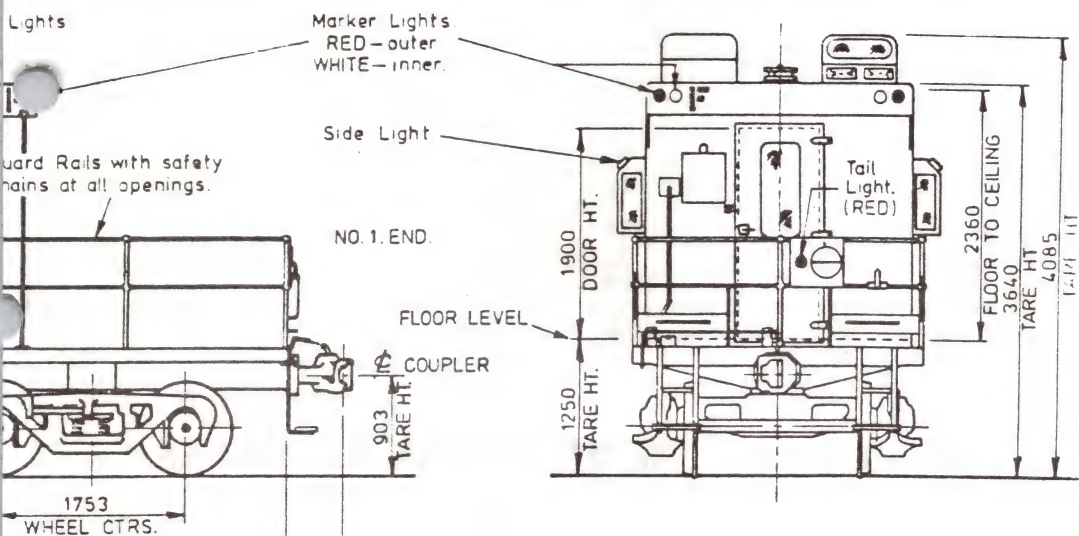


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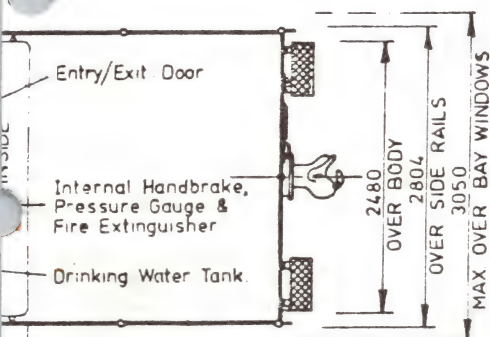
VAN

16-3-8'





PROTOTYPE ZMF 1 BUILT AT NEWPORT 1980.
(Module shell supplied by "Reinforced Plastics") TOTAL :



VICTORIAN RAILWAYS	
CLASS	ZMF
BRAKE VAN	

OBITUARY - DOUG BOCKING

It is with the greatest regret that I have to announce the death of Doug Bocking who suffered a heart attack at his home in England on 14 August 1981 after a long illness. While living in Sydney, Doug will be remembered by many NSW modellers as the creator of Workshop 5 models and those who saw his work at close hand will agree that he was perhaps the greatest modeller of our time. One could name many talented craftsmen who have made excellent live steam models, and a few modellers in the smaller scales who have produced one or two models in their lifetime which approached Bocking standards, but in Doug's short life of just over 40 years he produced something like 100 scratch built locomotives from 'N' to gauge 1" and any number of other items of railwayana. More remarkable than the quality of his work was the speed at which he could produce. His incred-

ible engineering instinct, dexterity of hand and eye and ruthless concentration allowed him to produce a 4 mm scale loco in his spare time in an average of one month, and who could forget his demonstration of trackwork construction at the Sydney Town Hall in October 1975 when in a day, just for the fun of it, he produced a double track station throat in triple gauge without even drawing it out first. If ever the word 'GENIUS' was applied to a modeller, Doug Bocking was truly one, although recognised by very few.

For one who has hero worshipped Doug, has tried to emulate him, and has learnt nearly all he knows of modelling from watching and talking to him, he will be greatly missed, and on behalf of all readers of this magazine I should like to offer my sincere condolences to his wife Gill and son Paul.

Peter Betts

Review of Sentinel Wheelsets

by ÅNGSTRÖM

This reviewer has received samples of Sentinel 9 mm diameter, 16.5 mm Gauge disc type wheelsets and 6 mm diameter, 9mm Gauge Disc Type Wheelsets, the latter being in two types, one with both wheels insulated from the axle and the other with only one wheel insulated from the axle.

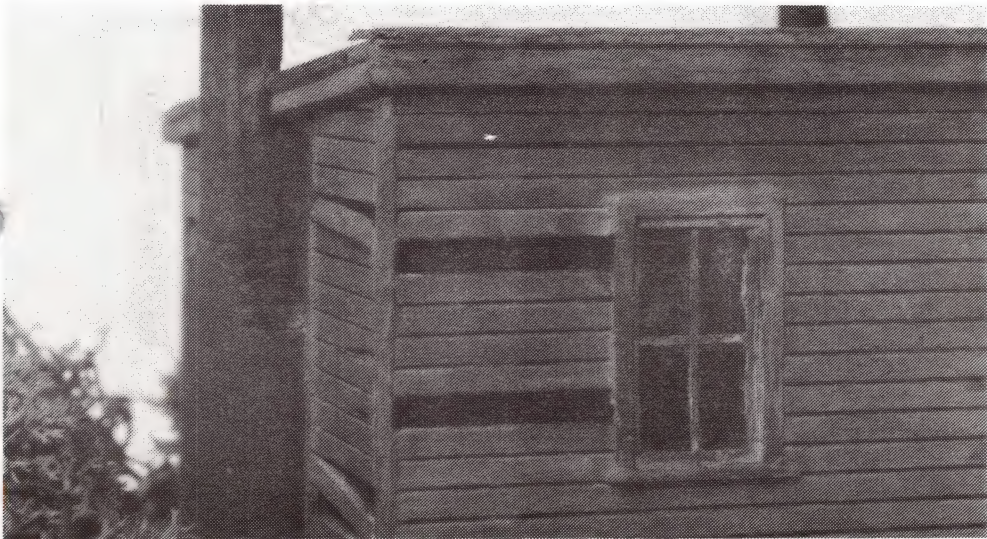
As with the Sentinel 10.5 mm diameter, 16.5 mm gauge wheelsets recently reviewed, these wheels have a nickel-silver tyre, plastic wheel centre (where applicable) and a non-ferromagnetic axle with pin point ends. All wheelsets are claimed to conform to AMRA standards and on measurement they were found indeed to be so close to the recommended dimensions for wheelsets found in the latest (1976) edition of AMRA standards, that no further comment is necessary on dimensions.

It was considered that the 10.5 mm wheelsets previously reviewed were excellent. These latest editions to the Sentinel range are even better. In fact this reviewer, who considers himself to be a perfectionist, would find these the only wheelsets on the market that he would not require to re-machine and looks forward to the time when Sentinel will produce 12 mm and 14 mm diameter wheelsets.

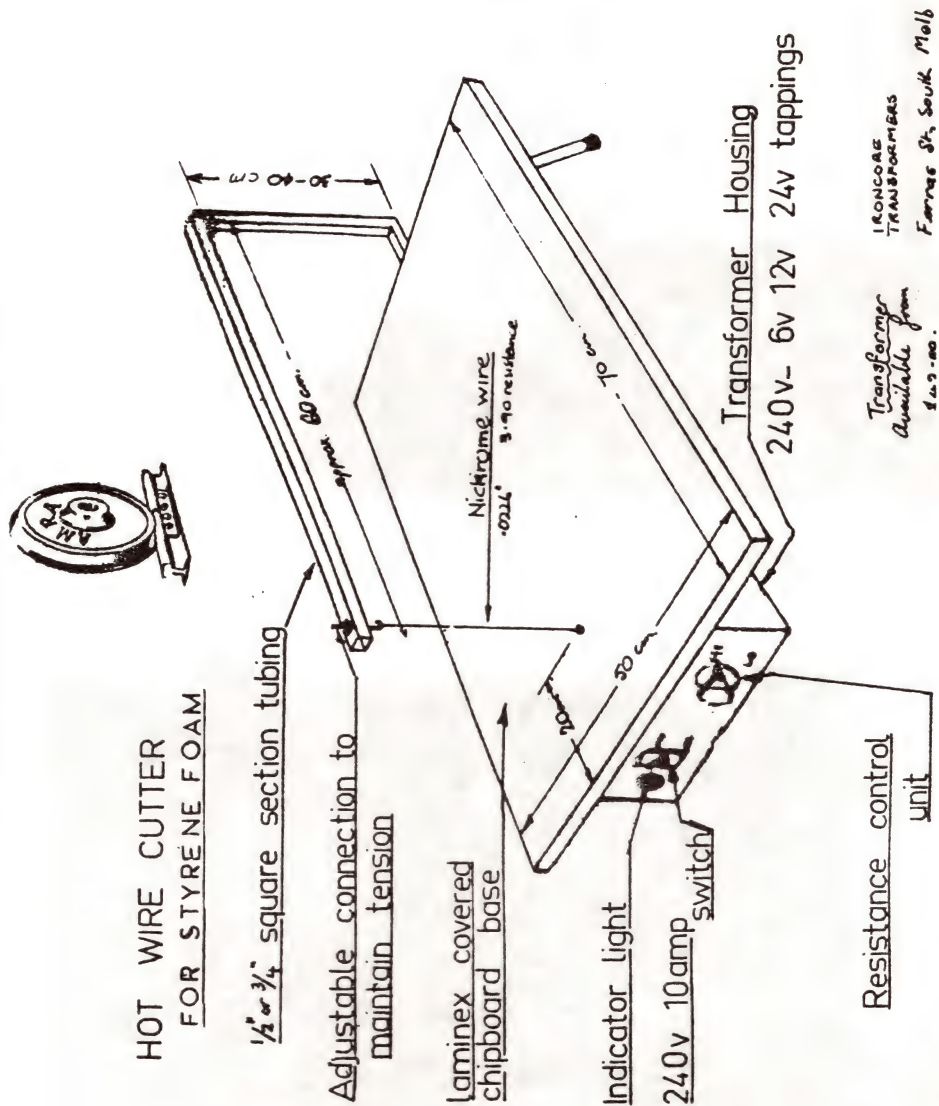
The idea of producing a wheelset in 9 mm gauge with one wheel in the set electrically common to the axle is considered to be a good one. With these wheelsets, it will be possible to arrange for chassis and bogies to be made 'live' to one rail or the other and hence extra pickups from say coaches or wagons could be fed through to a locomotive to which the vehicle is permanently coupled. Alternatively, carriage lighting could be arranged.



Waterfall weighbridge hut, in HO scale,
by Ron Cunningham



Close up of the fine detail of the Waterfall weighbridge hut - by Ron Cunningham





FOR READER'S LETTERS

The Editor
AMRA Journal
Dear Rex

I am writing to you with a suggestion which may benefit both the AMRA Journal and members of the Association.

My job has taken me to the country and out of personal contact with other modellers and the local 'Toy' shop has little to be desired.

I now have a lot of spare time to devote to modelling, some of which requires secondhand items for use in kitbashing and other such bold adventures.

My suggestion therefore is that members of the Association would subscribe to a classified advertisement section in Journal.

As the need for classified advertisements is that they be current, they could be inserted in to Journal as a lift out section. Then a current list of classifieds could be put into a Journal which may be two or three months late.

A small fee could be charged, which would make a welcome contribution to the running costs of Journal and also help keep annual subscriptions down to a minimum.

The classified section would greatly benefit modellers in the country to pick up those vital secondhand pieces of equipment that are so hard to come by in the country.

I hope you will give this letter some serious consideration.

Yours faithfully

Manfred Ebinger

TO FELLOW JOURNAL CONTRIBUTORS

Problems related to learning to build a model railway, even of learning to invent new types of model railways, my own construction methods, and my own models for myself, have never deterred or defeated me, mainly because I could do so little owing to defective eye sight, I could not afford to let them.

The one problem I never solved was that of domestic discord caused by the behaviour of some visitors to my layout.

This got so bad that some years ago I had to refrain from inviting any one interested in model railways to my home, lest I inadvertently invited a trouble maker.

One can't ban all visitors, and so a couple of days ago one provoked a crisis of almost, but thank God, not quite disastrous proportions. I just managed to handle that one, but it was as close as ever I want to get.

Why my interest in model railways and my writing Journal articles should have provoked these outbursts of insults, abuse and mischief making for years, I will never understand. This one I just managed to handle, the next one...?

Although I missed out on much by cutting myself off from AMRA members and others interested in our hobby lest I inadvertently invited a trouble maker home, in one way that is now a good thing. It had been quite a few years since any members caused me any trouble, and those who did are known now to be ex AMRA members.

I can say with all sincerity, I am a better person for having been a member of the AMRA and for knowing you through the Journal. For Norm Read, a special message, for he wonders sometimes if anyone read what he wrote. Norm's writings have guided my every step for years. No pipe dreams Norm, in the end I beat any trials and tribulations presented by model railways. In the end it was the abuse of hospitality and the fear of what could happen next time that did defeat me. So the irrevocable decision to quit model railways was made, what I stand to lose isn't worth the risk of continuing. Nothing, not even model railways is worth risk-

ing all I hold dearest and best.

Therefore, I can retire gracefully, remembering those I have come to respect, remembering the help and encouragement received from my fellow contributors, and how these things finally combined to help me solve a complex problem medical science is just starting to recognise.

Some wanted a different sort of article for the Journal, perhaps this is different, the first love story written for a model railway publication. If you do not understand it that way, I hope some day you do.

Eric G Watson

Qld Branch Visits Dr. Suggit

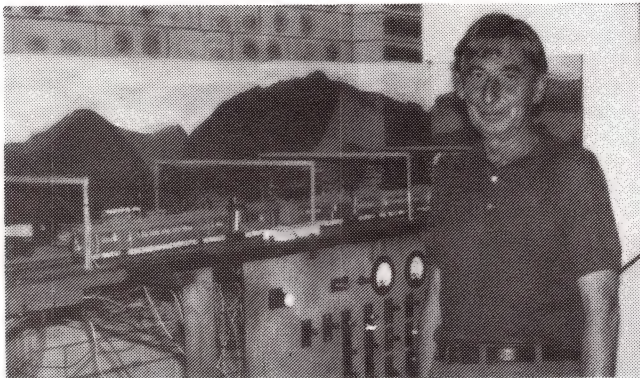


PHOTO !

On 16 May 1954, 11 members of the AMRA met in Brisbane to form a Branch in the State of Queensland. Steve Suggit was one of these founder members and he was elected Secretary/Treasurer for the Branch at this first meeting. He held this position for many years, as well as Track Maintenance Officer and Chairman of the AMRA Standards Committee. As well as modelling in the S scale since the 50s, Steve pioneered the Sn3½ scale in Queensland for modelling the Queensland Railways. His QR modelling has always been an encouragement to all modellers and has helped to

promote AMRA and the Queensland Railways over these past years.

His Happy Valley Railway (Northern Division) was well known, and in 1957 a new roller bearing wheelbarrow had to be obtained to replace a worn out one, so the excavations under Steve's house could continue to allow the Happy Valley to be extended. Of course the wheelbarrow was signwritten HVRNDED - Happy Valley Railway (Northern Division) (Engineering Department). Steve's place was a popular venue for meetings and an 'Infernal Machine' was said to fizz away during the branch meetings and

dispense good cheer to all present. No wonder some meetings went till 2.30 am!

The Branch was amalgamated with the Brisbane Model Railway Club in November 1957 and also assisted greatly in setting up the Australian Railway Historical Society, Queensland Division, the Branch being a major supporter in the first few ARHS tours. The Queensland Railways was greatly impressed with Steve's modelling, and in the 1960s club-rooms were provided so the Branch could continue their QR modelling and occasionally assist the QR in promotional activities using Steve's models.

Unfortunately a move to the Gold Coast in the 1970s prevented him from partaking in Branch activities, but he has always extended a warm welcome to Branch members to visit him at his new location.

The Branch took up his offer last August and all who attended were very impressed with his modelling. Now that he has more spare time, Steve has produced many S and Sn3½ models recently, including one of the new QR EMUs (three car electric train) and Photo No 1 shows Steve beside his 1/64th EMU.

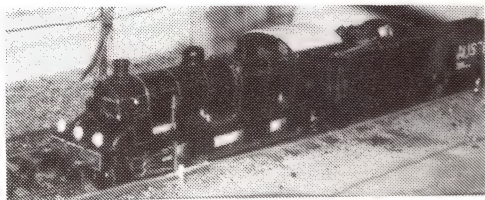


Photo 2

Steve has a liking for English 0-8-0 tender locos and Photo 2 shows a 'one-only' 0-8-0 loco which was rebuilt from an experimental 0-10-0 in the prototype. At the moment he is writing a book on the 0-8-0s in England. His S scale modelling covers a wide range of prototypes, including - in S scale NSW, VR, USA, British Railways and European, while in Sn3½, Queensland Railway and South African Railways. Photo No 3

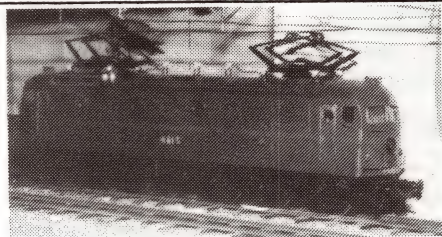


Photo 3 NSWGR 36 Class

shows a NSW 46 class electric loco, while Photo No 4 shows a LNER A2.

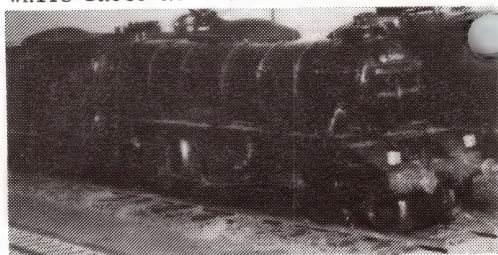


Photo 4 LNER A2

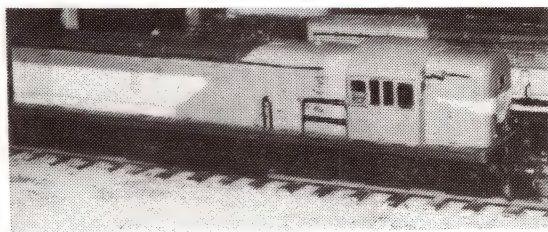


Photo 5
1150 Class Diesel Electric loco



Photo 6
1170 Class Diesel Electric loco



Photo 7
1200 Class Diesel Electric loco
(built by J Fangies)

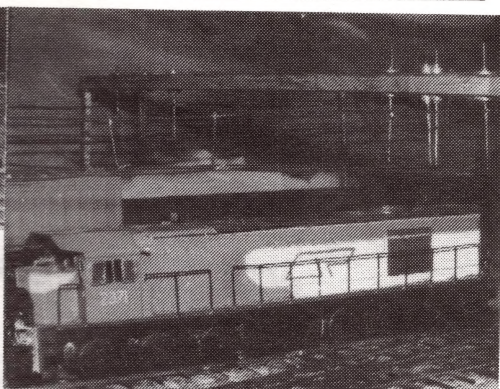


Photo 11
2370 Class Diesel Electric loco

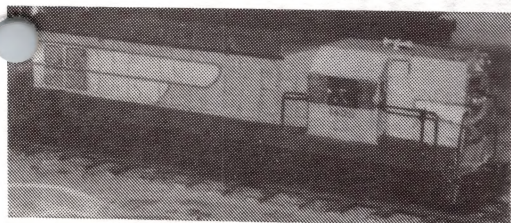


Photo 8
1400 Class Diesel Electric loco

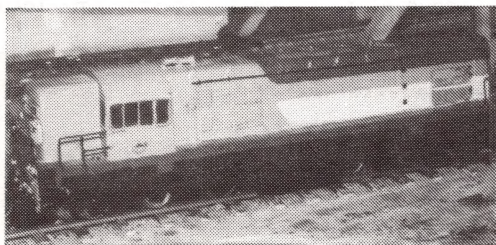


Photo 9
1502 Class Diesel Electric loco

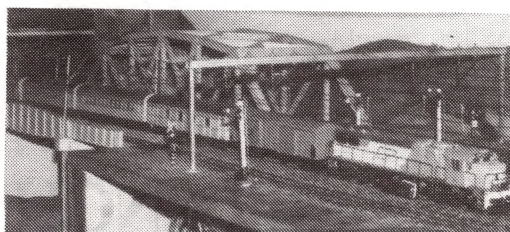


Photo 12
2400 Class Diesel Electric loco
(on a 'lander' set of cars)

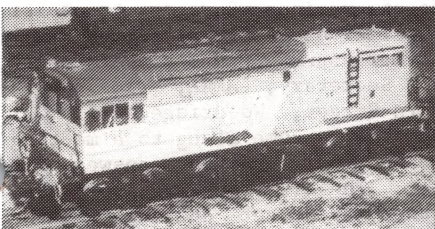


Photo 10
1600 Class Diesel Electric loco

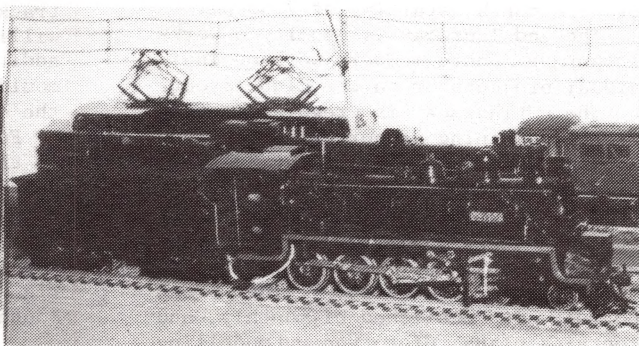


Photo 13
C19 Class steam loco

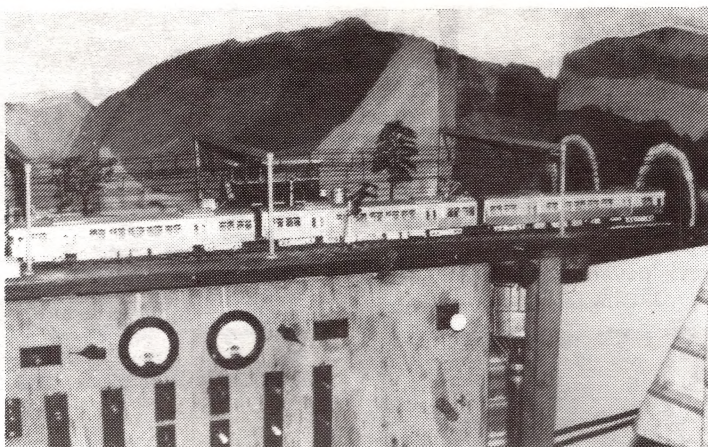


Photo 14
Another view of the EMU

Steve is especially known for his Sn3½ QR models, mostly of Diesel electric locomotives, the models were usually built around the same time and prototypes were introduced into service.

I hope these following photos serve as an inspiration to all modellers, especially those interested in local modelling.

BRANCH NOTES

QUEENSLAND BRANCH NOTES

The Queensland Branch holds regular meetings on the 2nd and 4th Thursdays of each month, starting at 7.30 pm.

The 2nd Thursday is usually a workshop night, where members work on individual projects or on the Club layout.

The 4th Thursday is a regular meeting night, combining a report from the Management Committee and a Guest Speaker, or other organised activity.

The Branch Library is open each meeting for members to borrow books or magazines.

A Branch Newsletter - 'The Green Board' - is published bi-monthly, and contains plans, prototype and modelling information and news items.

Several members are experienced in scratchbuilding from brass and styrene, tracklaying, wiring and are always willing to share their experience. In addition, the Branch has silicone rubber moulds of various QR wagons to assist the modeller of the local scene.

Further enquiries should be addressed to the Secretary, AMRA, Qld Branch, 8 Woburn Street, Woodridge, 4114, or better still, come along to a meeting and have your questions answered in person. The Clubrooms are approached via the Grey Street entrance of the South Brisbane Railway Station.

Geoff Perkins
Branch Reporter

1980 SYDNEY MODEL RAILWAY CONVENTION

by Denis Meredith

The 1980 Model Railway Convention, with the basic aim of improving all aspects of railway modelling, was held at camp Saunders Conference Centre, Macquarie Fields, N.S.W., over the weekend of the 1st and 2nd November, 1980. The Convention was attended by 200 people which included the families of some of the modellers. The function, once again, was a great success and we were pleased to welcome interstate visitors who, from all accounts, certainly enjoyed the weekend.

With most delegates having arrived by 8.30 pm on the Friday evening, the program commenced with two very entertaining quizzes which, apart from testing your knowledge, helped everyone to know one another before breaking off for supper at 10 pm.

Excellent talks on a wide range of subjects were presented by Peter Betts, Alex Mathieson, James McInerney, Phil Knife, David Lord and Denis Meredith. The talks were of 45 minutes' duration, long enough to cover the main points of the topic, but generating interest where questions and answers continued through tea and lunch breaks.

The drawbar pull competition was held in which competing locos were required to lift a dead weight against gravity without slipping - the weight being transferred to the loco by a string and pulley. The results of placings were Vic Hogan's 2-10-0 German loco 1st; Vic Hogan's 2-8-2 German Loco 2nd and Peter Bett's NSW P Class 3rd. Unless someone produces something exceptional in 1981, I feel both modellers may remain 'top dogs' in this competition for some time.

The slow running contest always seems to provide the greatest interest of the two competitions; entries ranged from 0-6-0 tank locos, shays, 4-6-0s and diesels. Entries are raced in pairs,

on parallel tracks, using transistor controllers with half wave pulse. Finalists in this year's competition requested one minute driving time, because movement of locos was so minimal placings could not be easily determined in the usual 30-second timing. Results were J McInerney 1st, with NSW brass 30 class tender loco, Graham Larmour 2nd, with Athern Santa Fe diesel, and also 3rd with a brass Shay loco.

Placings in the favourite train on static display went to Phil Knife for his scratchbuilt 0 gauge Southern passenger train; 2nd was Rob Lees' Midland Railway goods train; 3rd was Peter Bett's short southern goods train; 4th was Jim McInerney's NSW Melbourne Ltd and 5th was Peter Bett's LSWR Suburban set. This display gave everyone a good idea of the broad spectrum of modelling covered by attending delegates.

General activities included a visit to Thirlmere Transport Museum on Saturday afternoon with those remaining at camp making full use of the swimming pool. Saturday night featured a full length movie, 'The Train', the film of the 1979 Wentworth Falls Convention and the Channel 9 movie of the 1980 Frenchs Forest Exhibition.

A vote of thanks goes to those who organised the 1980 Convention and to the Camp Management for the excellent meals which they provided.

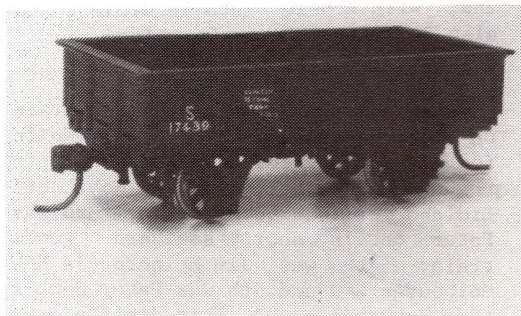
At the final discussion, everyone agreed to holding the next Convention at the same location, at the same time yearly (ie first weekend in November). Those that attended the Convention provided an intimate sized group without becoming unwieldy, and the overall rates are reasonable enough to encourage family involvement.

The Model Railway Convention is now to be an annual event and the next will be held at Camp Saunders Conference Centre, Macquarie Fields, NSW, on the weekend of 31 October and 1 November 1981.

As with the three previous Sydney conventions in October 1977, May 1979 and November 1980, it is organised with family involvement in mind as well as individuals and groups. Visitors from interstate are most welcome at the

Convention. Arrangements will be made to meet train and plane arrivals, if desired, and return transport, as necessary, will be provided.

Camp Saunders is located in a peaceful bushland setting with cabins facing a centre concrete quadrangle, suitable for netball. Other facilities include a large inground swimming pool, pool table, table tennis and trampoline. Persons attending are asked to provide pillow cases, sheets and blankets.



NSWGR S wagon, in HO scale,
by Ken Edwards

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BROWSING HOURS:	08.30	—	18.00	MON - THURS
	08.30	—	17.45	FRIDAY
	08.30	—	12.30	SATURDAY

ENQUIRIES & QUESTIONS GLADLY ANSWERED